AMENDMENTS TO THE CLAIMS:

Please replace the claims with the claims provided in the listing below wherein status, amendments, additions and cancellations are indicated.

1. (Currently Amended) A power steering system for motor vehicles, having a rotary slide valve which has a reaction piston which delimits an active and a passive reaction chamber, it being possible to supply a boost pressure to the active reaction chamber in order to change an actuating force at the steering handle, wherein a damping piston [[(4)]] is connected to the active reaction chamber [[(2)]] in order to absorb dynamic oscillations of the reaction pressure.

2. (Currently Amended) The power steering system as claimed in claim 1, wherein the side, remote from the active reaction chamber [[(2)]], of the damping piston [[(4)]] is stressed counter to atmosphere and/or a spring [[(5)]].

3. (Currently Amended) The power steering system as claimed in claim 1 or 2, wherein the damping piston [[(4)]] is of damped and/or smooth running configuration.

4. (Currently Amended) The power steering system as claimed in claim 1 or 2, wherein the damping piston [[(4)]] is configured as a complete cartridge and is tuned to reaction chamber pressure peaks.

5. (Currently Amended) The power steering system as claimed in claim 1 or 2, wherein the side, remote from the active reaction chamber [[(2)]], of the damping piston [[(4)]] is connected to the passive reaction chamber [[(3)]].

6. (Currently Amended) The power steering system as claimed in claim 1 or 2, wherein the damping piston [[(4)]] has a weak spring [[(5)]] whose spring stiffness is preferably between 0.1 and 2 N/mm.

7. (Currently Amended) The power steering system as claimed in claim 1 or 2, wherein the damping piston [[(4)]] is provided with the functions of a cutoff valve [[(8)]] or of a pressure limiting valve.

8. (Currently Amended) The power steering system as claimed in claim 7, wherein the damping piston [[(4)]] has restrictor bores ~~(9, 10)~~ and control and sealing edges [[(11)]] in accordance with the functions of a cutoff valve [[(8)]].

9. (Currently Amended) The power steering system as claimed in claim 8, wherein the restrictor bore ~~(9, 10)~~ and the control and sealing edges [[(11)]] are arranged in accordance with the low strength of the spring [[(5)]].

10. (Canceled)

11. (Currently Amended) A power steering system for motor vehicles, having a rotary slide valve which has a reaction piston which delimits an active and a passive reaction chamber, it being possible to supply a boost pressure to the active reaction chamber in order to change an actuating force at the steering handle, wherein a centering piece [[(6)]] is arranged in the passive reaction chamber [[(3)]] and is connected to the reaction piston [[(1)]] by means of a decoupling element [[(7)]] .

12. (Currently Amended) The power steering system as claimed in claim 11, wherein the decoupling element is configured as a decoupling spring [[(7)]].

13. (Currently Amended) The power steering system as claimed in claim 11 or 12, wherein the centering piece [[(6)]] is floatingly arranged in the passive reaction chamber [[(3)]].

14. (Currently Amended) A power steering system for motor vehicles, having a rotary slide valve which has a reaction piston which delimits an active and a passive reaction chamber, it being possible to supply a boost pressure to the active reaction chamber in order to change an actuating force at the steering handle, wherein a cutoff valve [[(8)]] or pressure limiting valve is provided with a weak spring [[(5)]], such that a piston [[(4a)]] of the cutoff valve [[(8)]] or of the pressure limiting valve reacts almost without delay to dynamic oscillations of the reaction chamber pressures.

15. (Currently Amended) The power steering system as claimed in claim 14, wherein restrictor bores ~~(9, 10)~~ and control and sealing edges [[(11)]] of the cutoff valve [[(8)]] or of the pressure limiting valve are arranged in accordance with the low strength of the spring [[(5)]].

16. (Currently Amended) The power steering system as claimed in claim 15, wherein the restrictor bore ~~(9, 10)~~ and the control and sealing edges [[(11)]] are arranged in such a way that relatively long travel, matched to the relatively low strength of the spring [[(5)]], of the piston [[(4a)]] is required in order to completely open the overpressure function.

17. (Currently Amended) The power steering system as claimed in one of claims 14, 15 or 16, wherein the spring [[(5)]] is prestressed counter to a first opening pressure.

18. (Previously Presented) The power steering system as claimed in one of claims 14, 15 or 16, wherein the spring has a spring stiffness of 0.1 to 2 N/mm, preferably 0.4 to 0.6 N/mm.